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DEPT. OF TRANSPORTATION  
DOCKET SECTION

99 OCT 21 PM 3:39

United States Department of Transportation Dockets  
400 Seventh **Street**, S.W.  
Room Plaza 401  
Washington, D.C. 20590

RE: Docket No FAA-1999-5836 -197  
Notice No. 99-09

Please consider this a Request to Amend the above referenced Docket prior to its issuance under 14 C.F.R. §11.29(c).

Petitioner, Matsushita Avionics Systems Corporation, a domestic Repair Station ((HD6R583N), is engaged in the repair? alteration and preventive maintenance of civil aviation products, components and parts, which consists primarily of In-Flight Entertainment systems. As an entity currently certificated under 14 C.F.R. Part 145, the Petitioner has a substantive interest in the proposed rule.

Many of Petitioner's suppliers are non-certificated sources, which perform maintenance, preventive maintenance or alteration. Under the proposed rule, these non-certificated sources will be required to allow the Federal Aviation **Administration** (FAA) access to their facilities for the purpose of determining compliance with the Federal Aviation Regulations (**FARs**). This **inspection** activity is currently a **MASC** internal requirement and such access may need to be negotiated with said suppliers at additional cost to support the additional FAA **inspection** visits. This potentially will make MASC less competitive with foreign suppliers.

In addition to the above, Petitioner believes that good cause exists to amend the docket because it fails to articulate clearly the proposed rules of operation and also contains various errors, as listed below.

Currently 145.51(d) permits a repair station to **maintain** and alter any article for which it is rated at a place other than its **fixed** location if certain conditions are met. Proposed 145.103(c) would severely limit this activity to maintenance on an aircraft. Many repair shops currently utilize this rule to perform maintenance at a customer site in support of modification programs that need to be completed within a specific time for which the customer does not have **sufficient** spares. The current version of 145.51(d) already **requires** that such activity be performed in a manner which meets FAA regulations and also must be described in an attachment to the Repair Station IPM and approved by the Repair Station management. Petitioner requests that proposed 145.103(c) be amended to specifically allow this maintenance practice to continue without further restriction. This work is performed within controlled environments and under closely supervised conditions with trained staff is of transient nature and **often** is begun more quickly than obtaining FAA permission is possible. Petitioner does not **feel** that the additional burden upon the FAA of approving, **inspecting** and **survieling** the setting up a Satellite Repair facility which would be abandoned within a short time, is warranted as an alternative.

Proposed 145.103 (b.4) would require that an avionics facility maintain an environmentally controlled area subject to manufacturer(s) specification. Petitioner requests that the FAA provide minimum temperature and humidity requirements as not all equipment manufacturers provide such requirement.

Proposed 145.107 seems to be at odds with the FAA stated goal of reducing the differences between the application of regulations **affecting** domestic and foreign repair stations. Petitioner requests that the docket be amended to resolve this conflict.

Proposed 145.157 would require that records be kept for all management personnel. Petitioner requests that the proposed 145.157 be further amended to clearly define which management staff (President, and subordinates or is an intermediate level acceptable?) are required to be certificated and whose records must be kept by the Repair Station.

Proposed 145.159 does not clearly state the record retention period for management **staff**. Petitioner recommends that a minimum two year period be adopted.

Petitioner believes that the FAA Regulatory Evaluation Summary is flawed in that the conditions listed above clearly indicate that barriers to international trade will be increased if they are implemented to the detriment of US corporations.

Proposed 145.219 currently requires the reporting of 'any serious defect in, or other recurring' item. Petitioner requests that the docket be amended to clearly define "serious defect" and "**recurring**" to allow uniform application for all repair stations within the rule.

Petitioner notes that the definition for Computer class 3 has been inadvertently left out of the proposed docket.

For the reasons stated, it is in the agency's, and indeed, in the public's, best interest to provide the changes requested this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles B. Patten". The signature is fluid and cursive, with the first name "Charles" and last name "Patten" being clearly legible.

Charles B. **Patten**  
Manager, Reliability